

Street Maintenance Fee Survey

Question Summaries Data Trends Individual Responses

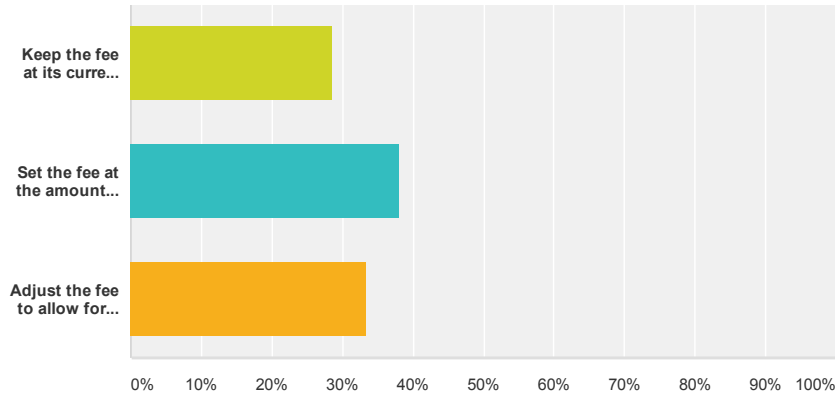
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66 responses
42 days (December 02, 2014 - now)
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Q1

Tigard's PMP is designed to maintain streets in good condition. If the cost to maintain streets increases, which of these options would you prefer?

Answered: 63 Skipped: 3

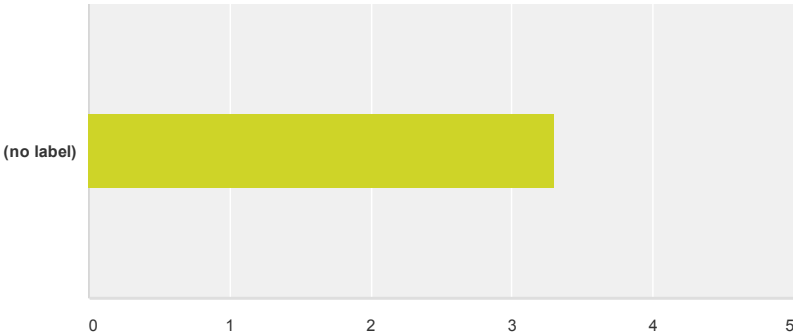


Answer Choices	Responses
Keep the fee at its current amount \$5.83 (with no adjustment for inflation) even if it means reduced pavement conditions.	28.57% 18
Set the fee at the amount necessary to maintain current conditions (5% inflation adjustment each year means \$9.50 per month in 2025)	38.10% 24
Adjust the fee to allow for improved pavement conditions over time (\$8.57 per month beginning in 2015, 5% inflation adjustment means \$13.30 in 2025)	33.33% 21
Total	63

Q2

The street maintenance fee that funds the PMP began in 2003. On a scale of 1 to 5, what changes have you noticed since 2003?

Answered: 61 Skipped: 5

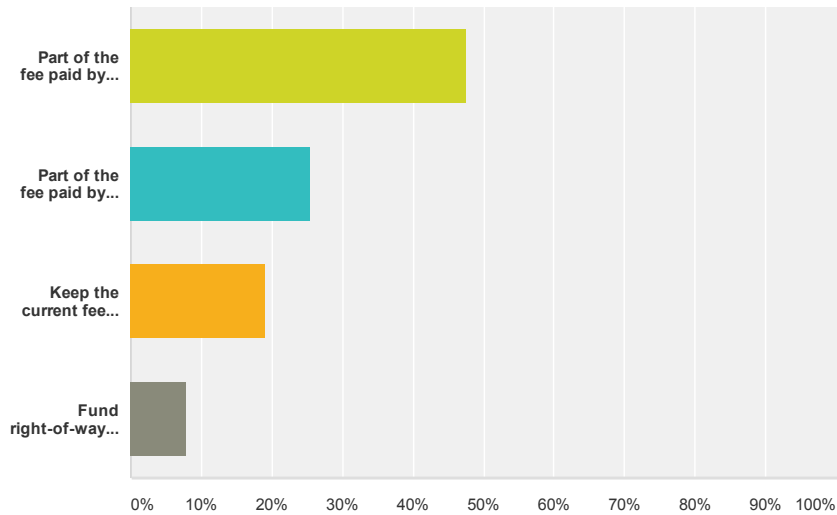


	Worse	(no label)	No Change	(no label)	Much Improved	Total	Weighted Average
(no label)	8.20% 5	8.20% 5	40.98% 25	31.15% 19	11.48% 7	61	3.30

Q3

Currently, a portion of the street maintenance fee paid by residential customers is used to maintain certain rights-of-way (such as along Durham Road). How do you think right-of-way maintenance should be funded?

Answered: 63 Skipped: 3

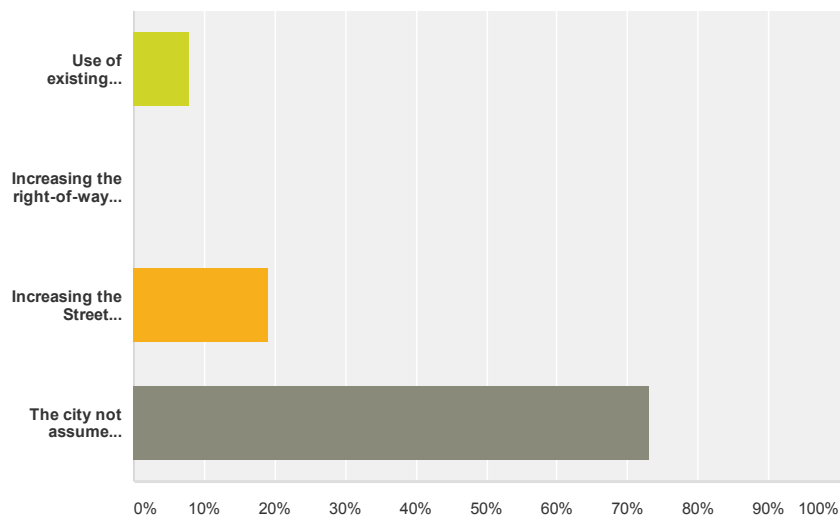


Answer Choices	Responses
Part of the fee paid by business customers should help fund right-of-way maintenance.	47.62% 30
Part of the fee paid by business customers should help fund right-of-way maintenance, but only in commercial areas.	25.40% 16
Keep the current fee structure: right-of-way maintenance should be funded solely by residential customers.	19.05% 12
Fund right-of-way maintenance with an alternate funding source that may increase fees or decrease services elsewhere.	7.94% 5
Total	63

Q4

There are medians and landscaped rights-of-way that are on state and county roads (such as the new medians on Pacific Highway/99W). If council considers the use of city resources to fund median and right-of-way landscape maintenance on state or county roads would you prefer:

Answered: 63 Skipped: 3

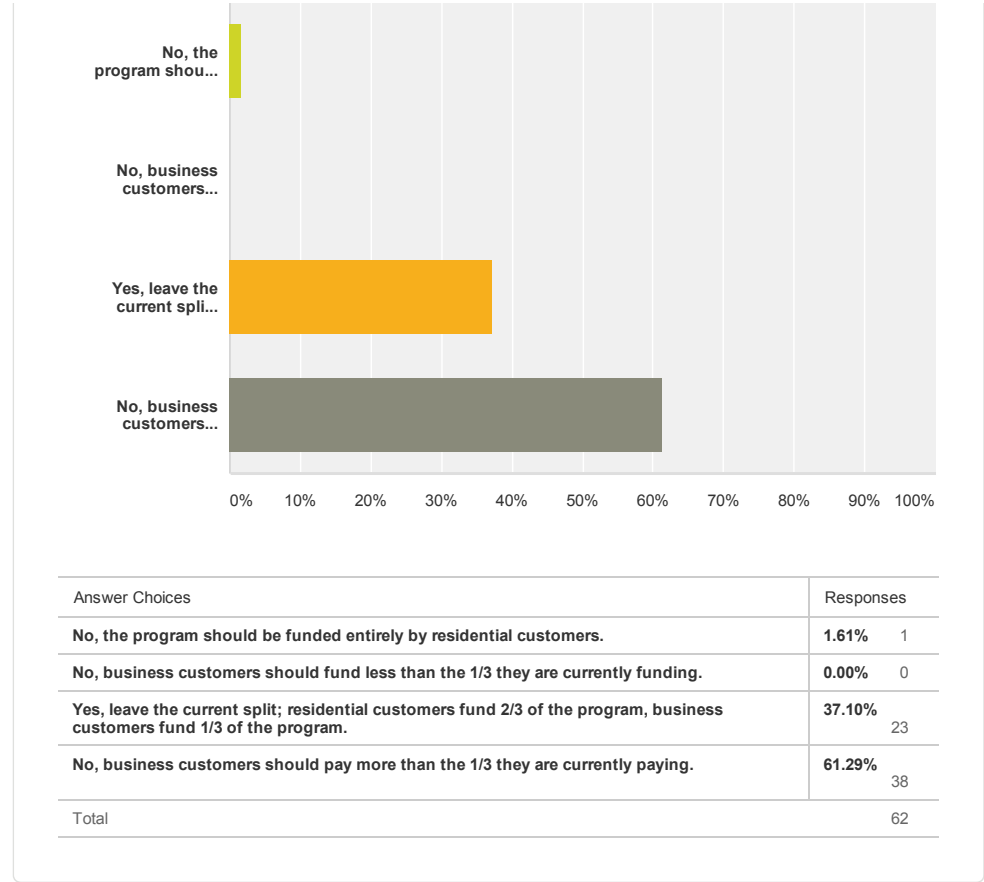


Answer Choices	Responses	
Use of existing resources even if it means reduced funds for pothole repairs, street sign work, and striping maintenance.	7.94%	5
Increasing the right-of-way maintenance component of the current Street Maintenance Fee, reducing the portion of the funds available for pavement maintenance.	0.00%	0
Increasing the Street Maintenance Fee to ensure enough revenue is collected to fund the additional maintenance responsibility.	19.05%	12
The city not assume responsibility for median and right-of-way maintenance on state and county roads.	73.02%	46
Total		63

Q5

The current fees established by City Council are:-- Residential: single family / multi-family (per unit) = \$5.83 per month-- Business: per minimum required parking space (as a proxy for trips generated by the business) = \$1.31 per space, per month Residential customers fund about 2/3 of the program or about \$112,000 per month. Business customers fund about 1/3 of the program or about \$56,000 per month. Does that seem like a fair split to you?

Answered: 62 Skipped: 4



Q6

Any other comments?

Answered: 29 Skipped: 37

I've long thought that the taxes I pay to the city in every other form, should pay for street maintenance as well. I have not understood why the budget couldn't be balanced without adding another fee to pay for something that should fall under that arena. When monies fall short..you cut your 'wants'. And you don't punish the citizenry with cutting the most obvious painful thing out of spite. We all have figured out in one way or another how to balance our own budgets.
1/11/2015 8:48 AM

Are the the streets maintained by city employees or private contractors? 5% inflation sounds a lot more than 1.7%. My SS gives me 1.7% a year. Wally Hadden
1/2/2015 4:30 PM

Our neighborhood streets are redone every year. This past year, our main access street into our neighborhood was torn up and repaved. Sidewalks were also replaced in certain areas. None of this was needed. The street conditions were totally fine. I believe that Tigard is looking for a way to spend money on street even when it's not necessary. I'd like to see the reasoning for applying blacktop to our neighborhood streets every year - they are completely acceptable, no potholes, no cracks, etc.
1/2/2015 1:00 PM

Stop light rail or brt and the city wont need more money...stop wasting our money...
1/2/2015 12:02 PM

Q7

Would you like city staff to contact you? If yes, please provide your name and the best way to contact you.

Answered: 9 Skipped: 57

https://www.surveymonkey.com/results/SM-HTYRW6MV/

4/5

wallyor1@comcast.net 1/2/2015 4:30 PM
Why bother the politicians have an agenda and wont listen anyway...they never listen to citizens... 1/2/2015 12:02 PM
Please keep me updated! Carter Kruse, you know my email. 12/18/2014 11:08 PM
Josh (971)301-3894 idea generator and full-time marketer. Thanks for asking Tigard may not be the best run city I have lived in, but you are trying and that is fantastic. 12/18/2014 2:00 PM
Why bother... 12/16/2014 7:30 PM
They wont listen anyway. 12/10/2014 1:30 PM
Why so they can lie to us on the phone? Why bother? 12/7/2014 7:01 PM